Mapline

A quarterly newsletter published by
The Hermon Dunlap Smith Center for the History of Cartography
at The Newberry Library

Number 59 September 1990

Chicago's Riverfront: Its Early History in Maps

The French poet Paul Valéry said that "the artist doesn't paint what he sees, but what will be seen." Perhaps this is true about maps, too. The Burnham Plan of Chicago (1909) vividly demonstrates that maps *can* play a very significant role in forming and informing the urban planning process, and it supports the argument that urban cartography and city planning are interdependent disciplines.

These considerations and the conviction that urban design should be reflective of, and responsive

Figure 1. "Chicago in 1812," in A.T. Andreas, *History of Chicago, vol. 1* (Chicago: A.T. Andreas, 1884). The Newberry Library

The Hermon Dunlap Smith Center for the History of Cartography was founded in 1972 at The Newberry Library to promote the study of the history of cartography through research projects, fellowships, courses of instruction, and publications. Further information about the Center is available on request from the Director, **David Buisseret.**

Mapline is published four times a year in March, June, September, and December by the Hermon Dunlap Smith Center for the History of Cartography. Annual subscription is $8.00 for U.S. and North America; $10.00 other. Back issues (as available) $2.00 each. Please address all correspondence to Editor, Mapline, The Newberry Library, 60 West Walton St., Chicago, IL 60610. ISSN 0196-0881, Editor, **James R. Akerman.**

to a city's history were the genesis of my work as a Smith Center Fellow this past summer. This research will serve as the historical background for a theoretical urban design project, and is focused on the river-railroad "brotherhood" in Chicago's history and geography, particularly on their mutual influence on the city's settlement patterns and growth. The project is an urban design study for riverfront rehabilitation and development of a large active railyard along the west bank of the South Branch of the Chicago River at the edge of the "The Loop."

My proposal, in a nutshell, is to provide public access to an improved riverfront, and to reintegrate the site into the city in a way that will not interfere with the yard's operations. Also the design solution will to try bring into play and to life the history and contemporary role of Chicago's river and rail system.

I should confess here that I came into the world of maps not innocent, but naive enough to believe only in their documentary usefulness. In the course of understanding and reading maps I became increasingly interested in maps and the mapping process per se—that is, in the philosophical and cultural interpretations made in the course of map-making and map-reading.

The Chicago map holdings in The Newberry Library, although not the city's largest, offer an excellent historical sequence to the scholar interested in the city's development. Comparative analysis of maps and images representing the entire city proved particularly helpful, for this allowed for grasping and spotting major alterations and additions to the city. Given the different scales and formats of relevant maps, and the diversity of the graphic techniques, it was very difficult in some cases to conceive of the proportional progression of the city's territorial accretion, as well as of subtle changes. However, this initial hindrance proved later to be a real catalyst. In searching for an appropriate frame of reference applicable to all maps, a two-fold conclusion unveiled itself. Firstly, the *coexistence* of two design elements—the river and the grid pattern—is essentially determinant and emblematic in identifying Chicago as a distinctive entity. Secondly (and paradoxically), in spite of her phenomenal transformation since her platting and incorporation, Chicago has remained faithful to her origins and has grown consistently in accordance with these design principles set up at her birth—the grid and the river—as they are, for example, inscribed in James Thompson's plat of 1830 (Figure 2). These propositions are examined and illustrated by reference to the following examples.

Two early maps convey the importance of river transportation in founding the city. One map showing the Chicago vicinity in 1812 (Figure 1) represents by very strong graphic means the navigable length of the Chicago River, and implicitly emphasizes the emptiness of the area around it. This map, portraying the *absence* of the city, is metaphorically a manifesto for potential future development. In sharp contrast with the 1812 image, the 1830 Thompson plat focuses only on the land at the confluence of the two branches of the river, where the small town was first laid out. Reps notes that the commissioners of the Illinois and Michigan Canal, who then controlled the site of Chicago, "had Thompson lay out a town in Section 9, Township 39, Range 14, so that a few lots might be sold in order to meet current expenses. Chicago thus had its origins in a speculative real estate transaction." [John W. Reps, *The Making of Urban America* (Princeton: Princeton University Press, 1986), p. 300.]

Thompson's plat shows the rectangular site around Wolf Point, bounded by the current Kinzie, Desplaines, Madison, and State Streets. The area to the east including Fort Dearborn and the river mouth was then a military reservation; thus, at her birth Chicago did not have lake access. Thompson's city was divided by an orthogonal north-south oriented grid forming the actual city blocks and streets. The grid was extended over the river, without disruption by its curving shape, with ad hoc adjustments at the meeting of the two geometries. Obviously, the river was not the determining factor in the settlement's street pattern. Rather, the river was accommodated *within* the pattern. But while the continuity of the grid emphasizes conceptually the unity of the city and provides an organization device for future growth, in its details the plat of the small town reflects its focus to the river. In this latter respect, the subdivision of the blocks is worth special attention. The east-west orientation of the lots to the west of the two branches of the river and the north-south orientation of the eastern lots (so that they face the main channel) may indicate that Thompson envisioned river transportation as a key factor in the city's daily

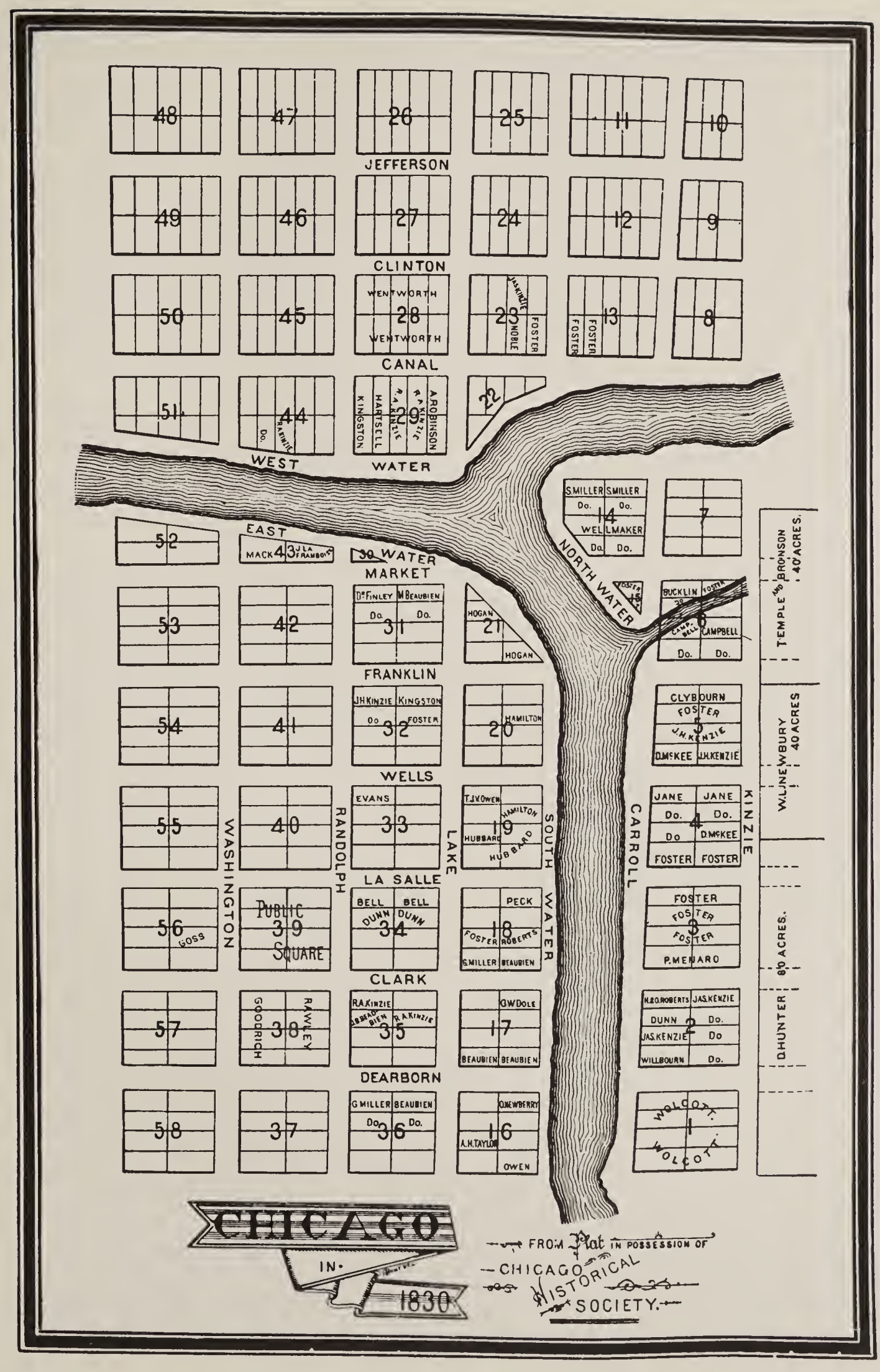


Figure 2. Thompson's plat of Chicago 1830, as redrawn in A.T. Andreas, *History of Chicago, vol. 1* (Chicago: A. T. Andreas, 1884). The Newberry Library

life. Further development attested that transportation—in *all* its technological alternatives—played a crucial role in the city's life and was, indeed, both the cause and effect of Chicago's sprawl.

The quintessence of Chicago is imbedded in Thompson's plat, and all post-1830 maps visually reinforced the consistent application and implementation of his ruling principle that determined the spatial relationship between linear transportation routes and the two-dimensional speculative and multi-expandable grid. This governed the expansion process and impelled a decision-making system which led to the shaping of the Chicago riverfront and lakefront.

A quite remarkable and somewhat contradictory detail incorporated in Thompson's plat (and later in Joshua Hathaway's 1834 plat) went ignored, and finally disappeared; that is the slight deviation of Carroll Street from the rectangular grid pattern, matching the angle of the river bank. This deviation is carried across the river as well into the West Side, emphasizing the continuity of the street and the unity of the city. We will never know whether this was simply graphic license, or a brilliant gesture, worth the fame of a most notable planner. Such refinements and minor alterations, if pursued, would not have affected the conceptual idea of the grid's continuity, yet would have produced a more interesting and far richer urban texture. However, as recorded in later maps, it was the river bank which was instead forced to match the rectangular grid, through straightening.

The process of river straightening started much earlier, with the cutting of a little channel through the sand bar at the river-mouth (1805-06). This channel was enlarged in 1833. Frederick Harrison, Jr.'s and William Howard's map, executed in 1830, accurately depicts the original shape and location

Figure 3. Frederiek Harrison, Jr. and William Howard, "Map of the Mouth, Chieago River, Illinois, with the Plan of the Proposed Piers for Improving the Harbour", a late manuseript eopy. Everett D. Graff Collection, The Newberry Library

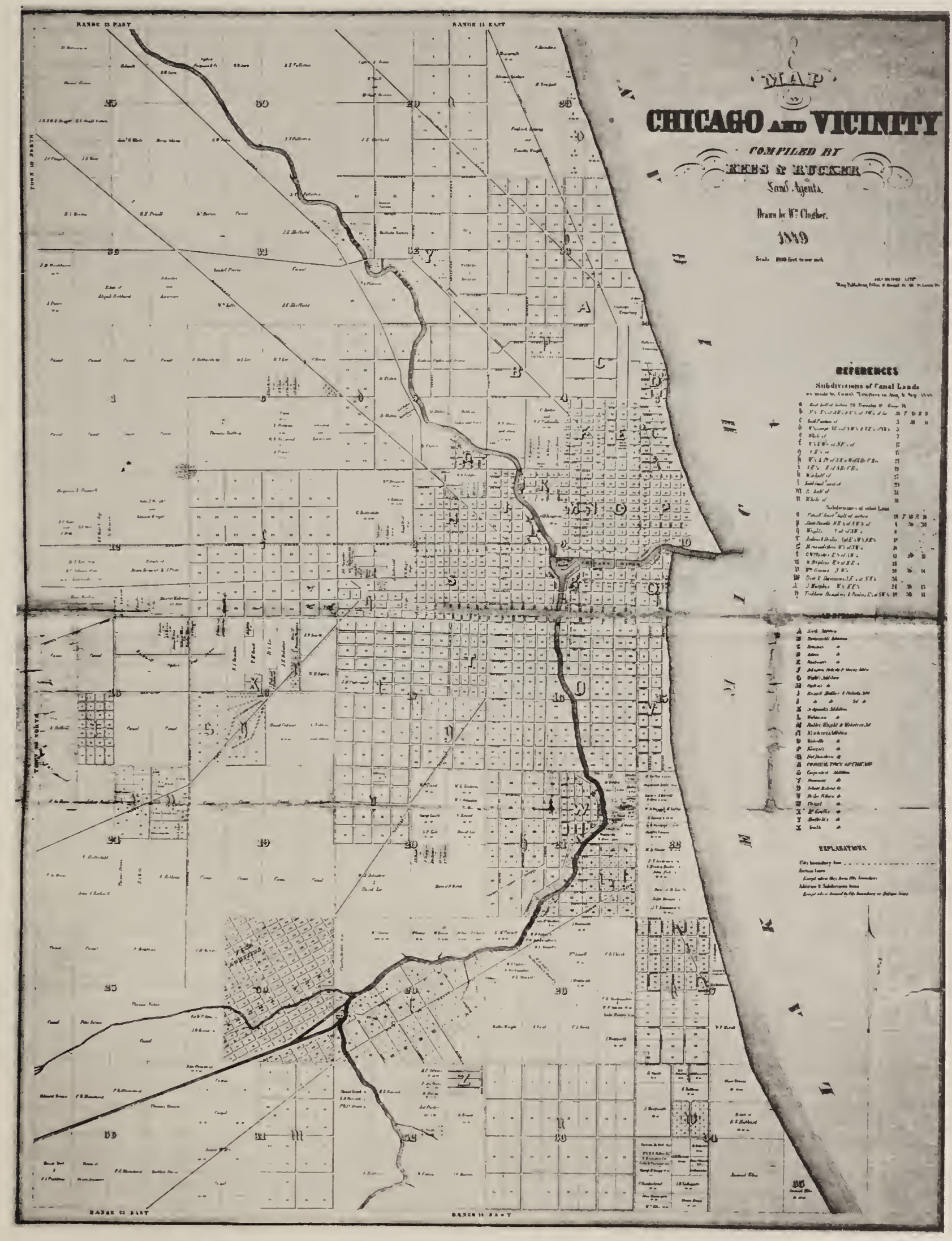


Figure 4. Rees & Rucker, "Map of Chicago and Vicinity," (St. Louis, 1849). The Newberry Library

of the old river mouth (Figure 3).

Last in this sequence and also quite distinctive from all the maps discussed to this point, the 1849 "Map of Chicago and Vicinity" by Rees & Rucker (Figure 4), portrays a city of already considerable spread just prior to the introduction of railroad transportation in 1850. This map can thus be seen as the synthesis of pre-railroad development in Chicago. The Rees & Rucker map is a unique and strong image embodying three major events of the first twenty years of Chicago's life. Firstly, the map shows that incorporation of the Chicago as a city in 1837 gave legitimacy to land *buying* (while Thompson's plat of 1830 provided only the legal basis for land *selling*). The map relates the actual progression of land addition (in districts marked A-Z) and the extent of the total territorial annexation. Secondly, by adding the tracts, ceded in 1839 by the Department of War, to the east of the original town, Chicago gained lake frontage. Thirdly, in 1848 the Illinois and Michigan Canal, which was to link the Great Lakes navigation with the Mississippi River, was finally completed, increasing Chicago's standing a national center of trade.

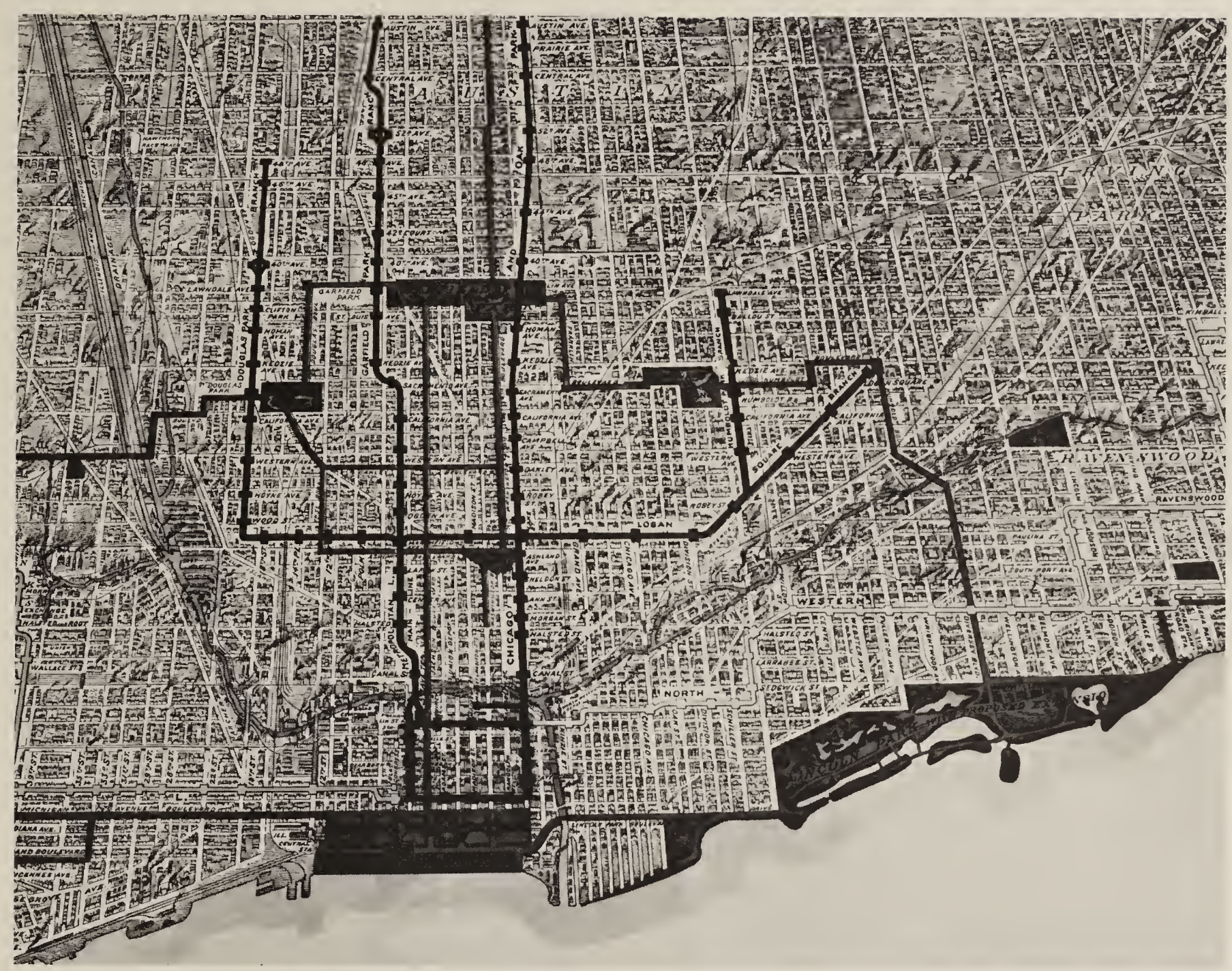
The Rees & Rucker map also shows a proposed turning basin at Wolf Point at the junction of the three branches of Chicago River. Though never realized, this proposal suggests that the actual size and shape of the river could no longer accommodate its transportation needs. It seems that it generated some confusion, for within a twelve-year time span, four different maps show a turning basin at the same location.

Finally, notwithstanding the complexity and richness of its informative and interpretive content, the Rees & Rucker map is remarkable for the image conveyed by its simple and restrained graphics. For example, the use of the same graphic device for representing the river and lake symbolizes their recent unification. It also bears witness to the utilitarian approach that characterized the public land auctions at the time, whereby the lake was considered a functional addition to existing river transportation, rather than a public amenity. The same mentality was played out when the Illinois Central Railroad Company was given right of way *in* the waters of Lake Michigan, in exchange for building a breakwater to protect the shore. This opened the public domain to private landfills and speculation, and practically denied the public access to the lake shore for more than fifty years.

In 1850, after taking full advantage of her geographical position at the nexus of two great interior waterways, Chicago opened her land to the railroad. Railroads and their terminals proliferated along Chicago's river banks, and for many decades they paralleled, and effectively cooperated with the existing river-based trade and industry. Shortly thereafter, rails proved to be also the ideal passenger transportation system. Thus, as generator of mobility and migration, the railroads became the instrument for the accelerated development of Chicago. With the intensification of rail transportation, water-based trade gradually decreased. Subsequently, the river ceased to be the commercial thoroughfare to the city, and its banks were neglected and abandoned. Furthermore, the acquisition of land in order to accommodate the expansion of railroads, especially in the heart of the city, had a long-standing destructive effect on the development along the Chicago River. On the one hand it prevented river access and new construction, and on the other it caused the acceleration of the river straightening process. However, all post-1850 general maps of Chicago emphasize visually the positive aspects of the extensive accessibility which railroads provided—for example, the free movement from the central core to its outskirts and adjacent suburbs and towns (Figure 5). Even though specialized detailed maps and plans and particularly aerial photographs show clearly the disintegration of urban form in the immediate vicinity of large areas occupied by rail yards, this cannot be seen in most common city maps. Here, the communicative aspect of maps prevails and produces a shift from the real to the idealized image. There is a space between image and reality where exploration and interpretation have to take place. Perhaps this space is *the* dimension in map reading.

Lucia Apostol
Urban designer and independent scholar
Chicago, Illinois

Figure 5. J. B. McComber, "Birds-eye view of the Elevated Railroads Parks and Boulevards of Chicago" (Chicago, ca.1910). The Newberry Library



Briefly Noted

Conferences and Exhibitions

Library of Congress. On 6 September, the library opened an exhibit entitled "A World of Names" which honors the centennial anniversary of the U.S. Board on Geographical Names. Using a variety of items, including rare maps, explorers' journals, musical scores, government reports and case files, books, posters, prints, photographs, and artifacts, the exhibit explores four principal themes: the romance of names; the process by which names are applied to the landscape; conflicts in the adoption of names; and how names are standardized through the U.S. Board on Geographic Names. Ronald E. Grim is curator of the exhibit, which will be open daily at the library's Madison Gallery (in the James Madison Building) until 15 January 1991.

Publications Available

A new reference work published by the International Cartographic Association (ICA) will be of interest to historians of cartography. ***Inventory of World Topographic Mapping, Volume 1*** provides essential data about topographic map series currently being published in each country in Western Europe, North America, and Australasia. Each entry includes a brief history of topographic mapping in those countries. The work will eventually treat the entire world in three volumes.

A new guide to cartographic literature has just been published by K.G. Saur as part of its *Guide to Information Sources* series. ***Information Sources in Cartography*** "highlights the best and most appropriate source material." Among the book's six sections are two on the history of cartography and map librarianship. This comprehensive reference is edited by C.R. Perkins and R.B. Parry, numbers 540 pages, and costs $75. Write: K.G. Saur, 245 West 17th Street, New York, NY 10011 (phone 212/337-7023).

A second edition of the *Guide to U.S. Map Resources*, edited by David A. Cobb, has just been published. The guide provides synopses of the holdings and services of more than 950 map libraries in the United States. The second edition features three new indexes, providing access by collection strengths, names of key staff, and institution and library names. The price of the book is $65. To order, telephone the Order Department, ALA Publishing Services, at 312/944-6780.

Map T-shirts and Tea Towels

The shopping-mall retailer Banana Republic has several shirts featuring map motives according to the June 1990 issue of *base line*. A new one, sporting an armillary sphere, sells for $14.

A cotton map tea towel depicting Nolin's "Le Royaume d'Escosse" (1689) has been produced by the National Library of Scotland to mark the Tercentenary of the Advocates' Library. The towels are available in green, blue, brown, or plum at £2.55 plus postage and packing from Margaret Wilkes, National Library of Scotland Map Library, Causewayside Building, 33 Salisbury Place, Edinburgh, EH9 1SL, Scotland.

NEMO

The Northeast Map Organization (NEMO) is a newly formed group of libraries, educators, publishers, and cartographers. The organization meets annually for the exchange of information about maps and mapmaking. Membership is $10.00 per year. NEMO's quarterly newsletter was published for the first time in Spring 1990. For further information, write North East Map Organization c/o Erno Bonebakker, 317 Spring St., Portland, ME 04102.

Maps and Facsimiles

The Great Lakes Cartographic Resource Centre of the University of Western Ontario is now offering eight reproductions of historic charts and of the Great Lakes area. The facsimile series includes five British Admiralty charts published in 1828 and three maps from commercial publishers of the eighteenth century (Matthaeus Seutter, John Harrison, and Henri Châtelain). Prices range from $3 to $10 (Canadian) for each map; or the entire set may be purchased for $25. Add $2 postage to each order. To order or obtain a description of the maps, write Great Lakes Cartographic Resource Centre, Map Library, Department of Geography, University of Western Ontario, London, Ontario, Canada N6A 5C2.

Fellowships and Awards

The John Carter Brown Library is now accepting applications for both short-term (2-4 months, with stipends of $900 per month) and long-term (6 months at $2300 per month) research fellowships for the year 1 June 1990-30 May 1991 in fields appropriate to the library's collections, including the history of cartography. Applicants for the long-term fellowships, which are funded by the NEH, may not be engaged in graduate work and must be U.S. citizens or have resided in the U.S. for the three years immediately preceding the term of the fellowship. Two short-term fellowship programs are of special interest: the Jeannette D. Black Memorial Fellowship for the study of the history of cartography and the Alexander O. Vietor Memorial Fellowship for early maritime history. Travel grants (up to $500) to assist researchers desiring to use the library for periods of two to seven weeks are also available. The application deadline for fellowships during the 1991-92 year is 15 January 1991. Travel grants may be applied for year round, allowing four months lead time. For further information, write to the Director, John Carter Brown Library, Box 1894, Providence, RI 02912.

Two **Jeanette D. Black Memorial Fellowships** for research in the history of cartography have been awarded by the John Carter Brown Library for 1990-91. They are: Eileen Reeves (University of Pennsylvania), who will be studying "Cartography and English Metaphysical Poetry," and Dalia

Varanka (University of Wisconsin-Milwaukee), for her study of "Map/Text Relationships of English World Atlases, 1660-1721." We are pleased to note that Ms. Varanka is a former editor of *Mapline*. Uwe Schnall (Deutsches Schiffahrtsmuseum, West Germany) is has been awarded an **Alexander O. Vietor Memorial Fellowship** for study of the "Development of Sailing Directions in the 16th, 17th and the Beginning of the 18th Century."

Work In Progress

A **facsimile atlas of historic Washington, D.C. maps** is being prepared for publication in honor of the 200th anniversary of the planning of the capital city. Ralph E. Ehrenberg and Richard W. Stephenson, the co-authors of atlas, have selected for reproduction 227 maps drawn from the Library of Congress, the National Archives and Records Administration and other institutions. The atlas is part of four-year project jointly funded by the **National Geographic Society, Library of Congress, US Geological Survey**, and the **National Park Service** intended to preserve and improve public access to historic maps and atlases of Washington. Some 6500 maps and 140 atlases have already been fully catalogued as part of the project and have been added to the Library of Congress' on line catalogue. This cataloguing data will eventually yield an annotated bibliography of Washington, D.C. cartography. The project funds are also supporting preservation microfilming and conservation treatment. The Library plans an exhibition of many of these materials in October 1991.

PBS will broadcast a six part series on the history of cartography entitled ***The Shape of the World*** early in 1991. Our sister newsletter, *Rhumbline* reports that several segments of the program were filmed in the Map Division of the New York Public Library. A book to accompany the series will be published by Rand McNally in December 1990.

Resolution on Rectangular Maps

Seven North American geographic and cartographic organizations recently issued a joint resolution encouraging publishers, news organizations, educators, and government agencies to abandon the use of rectangular projections for the most common types of world maps. The statement was endorsed by the American Cartographic Association, Association of American Geographers, Canadian Cartographic Association, National Council for Geographic Education, National Geographic Society, American Geographical Society, and the Special Libraries Association Geography and Map Division. It notes that while useful for some purposes, such as navigation, when rectangular projections are used in popular world maps seen by persons uninitiated to the nuances of map projection they "promote serious erroneous conceptions by seriously distorting large sections of the world, by showing the round earth as having straight edges and sharp corners, by representing most distances and direct routes incorrectly, and by portraying the circular coordinate system as a squared grid." The full text of the resolution may be found in the *ICA Newsletter* for May 1990, pp. 4-5.

Recent Publications

Rumänien in seinen geographischen und kartographischen Quellen: Vom Altertum bis an die Schwelle unseres Jahrhunderts/Marin Popescu-Spineni. Wiesbaden: Otto Harrassowitz, 1987. 392p., 35 pl., pbk. ISBN 3-447-02582-4 (Order from Otto Harrassowitz Verlag, D-6200 Wiesbaden 1, Taunustrasse 14, Postfach 29 29, Germany)

This is a massive accounting of geographical writing about and cartographical treatment of Romania from ancient times through the nineteenth century. The chapters, each consisting of series of synopses of the work of particular individuals, are arranged roughly chronologically and by classes of authors. The medieval part of the book, for example, has chapters on Byzantine authors, Western missionaries, nautical charts, and chronicles. It is a logical approach, but since the book leans more towards being a reference work rather than a synthesis, its utility is hampered by the lack of a proper index.

Cartography of the Shores and Islands of Greece. Athens: Society for Hellenic Cartography, 1989. 84 p., 50 color and monochrome plates, pbk. (No ordering information provided; for information write Themis Strengilos, General Secretary of the Society for Hellenic Cartography, 6 Patriarchou Ioachim Str., GR- 106 74 Athens, Greece).

This is a beautifully illustrated bilingual (Greek and English) catalogue of an exhibition mounted at the National Gallery of Greece for the occasion of the Seventh Annual Meeting of the International Map Collectors' Society. It offers a concise history of the mapping of Greece suitable for scholar and collector alike. The map reproductions are first rate, exceedingly sharp and clear and in some cases in beautiful color.

*Géographie du Monde au Moyen Age et à la Renaissance/*Monique Pelletier, ed. Paris: Comité des Travaux Historiques et Scientifiques, 1989. 236 p., many pl., some col., pbk. ISBN 2-7355-0180-9 (Order from Éditions du Comité des Travaux Historiques et Scientifiques, 3-5, bd Pasteur, 73015 Paris, France)

This work brings together sixteen of the contributions presented at the 12th International Conference on the History of Cartography, organized at Paris in September 1987. They are divided into four sections: (1) medieval mappaemundi, (2) allegorical cartography of the Renaissance, (3) cartographic methods of the great discoveries, (4) the cartography of islands. In each of these categories some of the papers break fresh ground. It is of course impossible to summarize them all, but for this reader the papers by Haslam and Barber, on newly-discovered fragments of medieval world maps, were particularly suggestive. The volume is well produced, and the editor is to be congratulated on bringing it out so soon after the conclusion of the Paris conference.

*The Social and Cultural Roots of Linear Perspective/*Leonard Goldstein. Studies in Marxism, Vol. 22. Minneapolis: Marxist Educational Press, 1988. 181 p. ISBN 0-930656-51-2 (hbk.), 0- 930656-52-0 (pbk.) (Order from Marxist Educational Press, c/o Anthropology Department, University of Minnesota, 215 Ford Hall, 224 Church S.E., Minneapolis, MN 55455, hbk. $26.95, pbk. $12.95)

The interrelation between art and cartography in the Renaissance has become an important theme of much recent work. Samuel Edgerton in particular has been concerned with the influence on mapmaking and pictorial art of the development of the technique of linear perspective. Goldstein begins his book with the proposition that while it is well and good to trace the effect of a powerful idea, such as linear perspective, on fields of knowledge and practical affairs, historians must also try to explain where the idea came from in the first place. Goldstein offers a Marxist explanation: the idea of linear perspective is grounded in the character of productive relationships among Europeans as they developed towards capitalism beginning in the later Middle Ages. More specifically, the author sees the ideas about space upon which linear perspective is reliant—space's homogeneity and quantifiability, its infinity and three-dimensionality, and the possibility of recreating space as if viewed from a single vantage point—as rooted in such things as the emergence of commodity exchange, the shift from qualitative to quantitative concepts of labor, and the ascendance of individualism. This is an argument which has its problems, some confessed by the author, and though this is a small volume, it is not for the philosophically faint of heart. Nevertheless, Goldstein offers new and useful insight into an important problem in Renaissance cartographic historiography.

The Pont Manuscript Maps of Scotland: Sixteenth Century Origins of a Blaeu Atlas/Jeffrey C. Stone. Tring, Hertfordshire: Map Collector Publications, 1989. 218 p., many plates. ISBN 0- 906430-09-7 (Order from Map Collector Publications Ltd, 48 High Street, Tring, Herts HP23 5BH, England, £45, includes postage and packing)

Author Stone has been studying and writing about the manuscript sources of Joan Blaeu's atlas of Scotland (published in 1654 as volume five of the *Atlas Novus*) for over two decades. The present work is a continuation of that research. It will be of considerable interest to scholars and collectors first of all because it reproduces (with variable clarity and legibility) the ultimate source for much of the atlas, a series of 35 manuscript maps surveyed and executed during the years 1583-96 by Timothy Pont and covering about one-half of Scotland. The physical characteristics of each map and its topographical content are carefully described and explained, making this an important work for carto-bibliographers and Scottish historical topographers alike. However, the work's greatest strength and novelty rests in the picture it paints, along with the whole corpus of Stone's work on the subject, of an atlas in making. The seventeenth-century atlas-maker's reliance on the scattered surveys of others for his maps, and the problems of compiling these maps into a coherent and standard form, can be thoroughly documented in this case, thanks to the survival of Pont's maps as well as many by Pont's editors and augmentors Robert and James Gordon. We are in Dr. Stone's debt for bringing the evolution of an important atlas to light.

Maps, Globes, Atlases and Geographies through the Year 1800: The Eleanor Houston and Lawrence M.C. Smith Cartographic Collection/catalogued by James E. Mooney. Portland: University of Southern Maine Library, 1988. 145 p., 48 pl. ISBN 0-939561-03-4 (Order from the University of Southern Maine Library, 96 Falmouth Street, Portland, ME 04103, attn: S.B. Carswell, $60, plus $2 for shipping; prepayment required)

This catalogue of the fine geographical and cartographical collection of Philadelphia-based husband and wife philanthropists is nicely produced with fine reproductions, useful descriptions of over 600 items, and an index of cartographers. The collection, which expanded over time beyond the range of its original focus on the cartography of the northeastern coast of the U.S., was donated upon Mrs. Smith's death to the University of Southern Maine Library. It contains several sixteenth-century editions of Ptolemy's geography and many other important printed geographical works and complete atlases, as well as a sampling of individual Italian, Flemish, Dutch, English, and French printed maps. The relatively high price for the catalogue is explained by the library's hope that the sales from the catalogue will help to maintain the collection.

Essex on the Map: The 18th-Century Land Surveyors of Essex/A. Stuart Mason. Chelmsford, Essex: Essex Record Office, 1990. 138p., many pl., pbk. ISBN 0-900360-75-5 (Order from Essex Record Office, County Hall, Chelmsford, Essex CM1 1LX, England, £16.70)

Essex Record Office has an exceptionally large number of surveyors' maps, and has previously published works about them by Emmison (*Catalogue of Maps...*) and Edwards and Newton (*The Walkers of Hanningfield*). To these excellent publications is now added a book by a local physician about the surveyors of the eighteenth century. After an introductory chapter, the book takes us through the three periods of mapmaking in Essex, identifying the characteristics of each. There are many curious points, such as the fact that many teachers were also surveyors on the side. The plates are superbly reproduced and show us many unexpected aspects of the eighteenth-century scene, such as a duck-decoy, quarries or a busy quayside. The sections on stylistic development are very suggestive, and plates such as the one on page 70, showing part of an estate plan by a French military engineer, support them closely. The only regret one has, on putting the book down, is that little attempt is made to relate the past to the present; would it not have been possible, for instance, to print side by side an eighteenth-century estate plan and the Ordnance Survey version of the same countryside? All the same, this is a fascinating book on a neglected subject, and at a bargain price.

Saint Louis Illustrated: Nineteenth-Century Engravings and Lithographs of a Mississippi River Metropolis/John W. Reps. Columbia: University of Missouri Press, 1989. ix, 198p.; 121 plates. ISBN 0-8262-0698-0 (Order from University of Missouri Press, 200 Lewis Hall, Columbia, Missouri 65211, $38.00)

John Rep's "Saint Louis Illustrated" is a masterful combination of superb nineteenth-century city views and well researched text. One hundred fifty perspective and panoramic illustrations (more than half in color) detail the growth of St. Louis from trading post to steamboat port, to railroad center, and finally, to turn-of-the-century metropolis. The portrayals themselves evolve from simple river level views of buildings along the levee to lofty birds-eye perspectives illustrating the full westward reach of the street pattern. The accompanying text examines not only the advancing structure of a nineteenth-century American river city, but also the development of an art-form; thereby making this work much more than an attractive picture book or a history of interest only to St. Louisans.

However, what really makes this book a delight is the quality of the reproductions. Not only has the author has chosen beautiful examples and given them plenty of room, but the printing quality is superb; allowing for difficult mediums such as colored pencil, chalk, and oil to be perfectly reproduced. The focus on a single city combined with the detail of the reproductions allows the reader to track all manner of urban developments from the lumber yards and levees along the river-front to the tree-lined suburbs and pasturelands of the city's margins.

One of the chapters where this quality is most effective concerns Compton & Dry's monumental 1874 work, "Pictorial St. Louis" of which the book reproduces over 30 of its 110 pages. Here is represented the peak of the view-maker's art, with thousands of buildings and hundreds of industries reproduced in exact detail. Reps details the financial and technical background of this project and then examines what each view can show us about day to day life of a city which was also near the zenith of its influence in the Midwest. Unfortunately both the city and the art- form would decline soon afterwards, but thanks to this new work we have assembled for us some of the most beautiful and fascinating images of their heyday.

Smith Center Announcements

Smith Center Fellows

Susan Bennett Gallagher began her visit to the Newberry as a short-term fellow earlier this month. Ms. Gallagher will be working for three months on a study begun last year in Rome of the representational techniques employed by sixteenth-century cartographers. She is particularly interested in the links between Renaissance cartography and architectural drawing, specifically as it relates to maps now housed in the Vatican.

Smith Center Staff

Tina Reithmaier, who was Coordinator of the Transatlantic Encounters Program from 1986 until the completion of the program earlier this year, will continue as the Center's Program Coordinator. In her new capacity Ms. Reithmaier will help to organize conferences and special events and will oversee several publication projects.

New Publications

Center director David Buisseret is the author of a book just published by the University of Chicago Press and the editor of another. *Historic Illinois from the Air* is, in the manner of Dr. Buisseret's earlier book *Historic Jamaica from the Air*, a chronicle of the state inspired and illustrated by images of relics of the past that survive in the contemporary landscape. The book features hundreds of aerial photographs and satellite images, historic maps, and skillful and well-researched drawings and maps by the Center's graphic assistant Tom Willcockson. *Historic Illinois* costs $34.95.

Dr. Buisseret is editor of *From Sea Charts to Satellite Images: Interpreting North American History*

through Maps, a collection of essays intended to introduce scholars, teachers, and students to the uses of cartography in historical research. Each of the twelve articles in the collection examines a different type of map or era, from early exploratory cartography and land surveys, to landscape views, county atlases, urban plans, highway maps, and aerial imagery. The authors of the essays are J.B. Harley, David B. Quinn, Louis DeVorsey, Ronald E. Grim, Dr. Buisseret, Gerald Danzer, Michael P. Conzen, Robert Karrow, Thomas Schlereth, and Christopher Baruth. The book is profusely illustrated with monochrome and color plates. It is available in both hardback ($75.00) and paperback ($24.95) editions.

To order either book, write the University of Chicago Press, 11030 S. Langley Avenue, Chicago, IL 60628.

Map Talk

It never occurred to me to speak to anyone of my feeling for maps until I read your note. I have always found them the best of friends. When I have tramped through the beautiful mountains and forests of Germany and Switzerland, my unfailing companion has been a map. It tells you more of the things you want to know than any guide book. It tells you where to find a peaceful spot to rest, where to find water to bathe your burning feet, where to climb until that city-worn body of yours is tired, where to get that perfect massage kneading every muscle, quieting every nerve, tramping down a steep mountain side, where to go to avoid highways and railway tracks, where to find wind or shadow or baking sun or trees or meadows. What other companion, animate or inanimate, could offer you as much?

From "Editor's Note Book," *Canadian Geographical Journal* 4, 4 (April, 1932): x. Contributed by Ed Dahl.

Kümmerly & Frey, "Touristenkarte von Arosa" (Bern, ca.1910).
The Newberry Library

Newberry Acquisitions

One recent acquisition is a most unusual and apparently rare atlas showing the whole of the world in about 1858 as it was subdivided by the Roman Catholic Church. *L'orbe cattolico ossia atlante geografico-ecclesiastico*, was compiled by Girolamo Petri and published in 1858-59, in four volumes, by the Papal press in Rome. The atlas volume consists of 138 double folio mapsheets, though the Newberry copy retains only 118, the remainder having been removed at some point during its career. Three accompanying volumes explain the geography of the Church hierarchy and provide geographical and historical notes relating to each map.

The atlas follows a simple plan. Two historical maps, of the Holy Land and the ecclesiastical division of the Roman Empire, introduce the work. There follow 136 general and regional maps covering every corner of each continent.

The main features of these maps are naturally those of religious geography. The boundaries of dioceses and archdioceses are marked by engraved lines and distinctive colors. The bishops' and archbishops' seats are indicated by red dots topped with single or double crosses. However, the composition and organization of the atlas (like the organization of the Church itself) was heavily influenced by pol-

Figure 1. "Provincia Ecclesiastica di Lanciano et altre diocesi negli Abruzzi"

Figure 2. "Provincia Ecclesiastica di S. Luigi"

itics. Not surprisingly, Italy receives by far the largest share of maps (40) in proportion to its position in the organization of the Church. We see also that the boundaries of the ecclesiastical provinces rarely cross the frontiers of sovereign states (marked by boundary lines in the form +-+-+). Map 18 (Figure 1) is one exception; it shows that the Diocese of Rieti (uncolored, at middle left) includes territory of both the Papal State and the province of Abruzzo in the Kingdom of Naples. The mapping units—that is, the territory covered by each mapsheet—are in fact usually political rather than ecclesiastical regions. Despite its titular and topographical emphasis of the geography of the Church, the map shown in Figure 1 is a map of the *political* unit, Abruzzo, an administrative province of the Neapolitan state.

But we might turn these observations inside out. Figure 2 shows the Archdiocese of Saint Louis, already well-organized in the recently "converted" states and territories of the central United States. Although these dioceses follow state, territorial, and county boundaries, the juxtaposition here of retreating native areas with the expanding civil geography of the predominantly Christian U.S. well demonstrates that even in the mid-nineteenth century, the Church saw the state as its instrument. From the Church's point of view, insofar as it is manifest in this atlas, the concessions it made to secular powers in determining the scope and administration of religious activity were matters of convenience. In *L'orbe cattolico* at least, the world was less divided by nations and states than united by the Catholic Church.

L'orbe cattolico was obtained with funds provided by the Andrew McNally Cartographic Fund.

Calendar

18 October 1990

The Chicago Map Society meets at 5:30 p.m. at The Newberry Library, Chicago. Prof. Jerry Danzer of the University of Illinois-Chicago will speak on "American Cities: A Cartographic Perspective, 1683-1989."

20 October 1990

The Washington Map Society meets at 2:00 p.m. at the Calvert Museum, Solomons, Maryland. Paul Johnson, Curator of Maritime History at the museum, will give a guided tour of the exhibit "Charting the Chesapeake Bay, 1590-1990." The Society has reserved the museum's ship, the *Wm. B. Tennison* from 4:00 to 5:00 for a cruise of the Patuxent River.

24-28 October 1990

The North American Cartographic Information Society (NACIS) meets in Orlando, Florida. Contact: James F. Fryman, University of Northern Iowa, Cedar Falls, IA 50614- 0406 (phone 319/273-6245 or 319/273-2772).

15 November 1990

The Chicago Map Society meets at 5:30 p.m. at The Newberry Library, Chicago. Urban designer Lucia Apostol will discuss "Chicago's River-Railroad Brotherhood in Maps."

15 November 1990

The Washington Map Society meets at the Library of Congress, Geography and Map Division at 7:00 p.m. Ron Grim, Head of the Reference and Bibliography Section of the Division will give a talk entitled "A World of Names," dealing with the processes by which names are applied to the landscape. He will lead a tour of an exhibit for which he is curator celebrating the centennial of the U.S. Board on Geographic Names.

10 December 1990

The Chicago Map Society holds its annual holiday program at 5:30 p.m. at the Como Inn in Chicago. Jim Akerman and Tom Willcockson will discuss the use of maps in contemporary games.

17 January 1991

The Chicago Map Society meets at 5:30 p.m. at The Newberry Library, Chicago. The program is to be announced.

21 February 1991

The Chicago Map Society meets at 5:30 p.m. at The Newberry Library, Chicago. Ken Nebenzahl will talk about his new book, an *Atlas of Columbus and the Great Discoveries.*

14-19 June 1991

The Fourteenth International Conference on the History of Cartography will take place at Uppsala and Stockholm, Sweden. For information write The Organizing Committee, The History of Cartography Conference, Royal Military Archives, S-11588 Stockholm, Sweden.

23 September-1 October 1991

The Fifteenth International Cartographic Conference will meet in Bournemouth, England. For a copy of the preliminary program and advance registration form, write I. D. Kember, Organising Secretary, 16 Highlands, Taunton, Somerset, TA1 4HP, England or Conference Services Limited, Congress House, 55 New Cavendish Street, London, W1M 7RE, England.

7-9 November 1991

"Profiling the City: Six Studies in Urban Cartography," the Tenth Kenneth Nebenzahl, Jr. Lectures in the History of Cartography, will be held at The Newberry Library, Chicago. For information, phone Tom Willcockson (312/943-9090, ext. 474), or write the Smith Center.

9-14 August 1992

The 27th International Geographical Congress is scheduled to meet in Washington, D.C. The Congress will include technical sessions on cartography and historical cartography. For information, write Anthony R. de Souza, Secretary General, 27th International Geographical Congress, 1145 17th Street N.W., Washington, D.C. 20036.